



## INTIMATIONS

BROWN, JONES & CO.  
DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.

## CEMETERY MEMORIALS.

Designs and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL. [2704]

A. S. WATSON & CO.,  
LIMITED.

## WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

## SCOTCH WHISKY.

Per Case

A—THORNE'S BLEND, White Capsule	\$10.80
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C—WATSON'S ABERLOUR-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00
D—WATSON'S H. K. D., BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	15.00

THORNE'S BLEND and WATSON's GLENORCHY are high class SODA WHISKIES, of greater age than most brands in the market.

ABERLOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price. D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO. LIMITED.  
WINE AND SPIRIT MERCHANTS.

Established 1841.

Hongkong, 14th June, 1898.

MARRIAGE.  
On Tuesday, 26th August, at St. John's Cathedral, Hongkong, by the Rev. R. F. Cobbold, Rosary THOMAS WRIGHT, of the Hongkong and Shanghai Bank, to LUCY, younger daughter of W. D. Wright, Esq., Hongkong. [1845]

## The Daily Press.

HONGKONG, September 1st 1898.

We remember a remark made in Mr Chinot's book to the effect that the position of a thorough knowledge of the Chinese language seems unfortunately to carry with it the adoption, by the student, of Chinese ideas and manner of thought, or, in other words, by the time you know Chinese you have become a Chinaman in your way of looking at things. Judging by the latest attempt at Inland Water Regulations which have emanated from Canton we should say Mr Chinot had ample grounds for his statement. First we had the issue of a set of rules which came into force in Shanghai but apparently not in the South. We do not consider the latter a cause of complaint, inasmuch as these rules were equally unintelligible to the persons issuing them and the persons—that is, the public—for whose information they were published. Now Canton is giving us the "General Regulations of March, 1898, issued by the Peking Government" in a printed form and is working upon another set which are a slight modification of these and which we published on the 24th inst. from the Shanghai papers. In the "March issue" we are told "small" steamers will be allowed; in the other it states steamers "not being vessels of a sea going type." It would be interesting to know which rules are in force and who is to decide what constitutes "small" or "not of a sea going type" as the case may be? If the various Commissioners, a circular embodying their views in the shipbuilding list would probably be useful and without doubt unique. Again, in the last issue "waters of Treaty Port provinces" is erased and all the waters are thrown open, the definition of inland to be in the Chofo Convention, but this apparent concession is to a large extent nullified by the restriction which prevents vessels trading to and from Hongkong from getting any benefit out of it. In both it states that "the waters are open to steamers" but in view of the interpretation put upon the Treaty which opened the West River it would be as well for our Minister to include in his amendments the words "steamers and other craft" as it is evidently the intention of the Chinese authorities to restrict the concession to steamers only. In the last issue, under the heading of "Revenue," instead of a simplification of matters this subject is evidently to be further complicated by the addition of another system of collecting duties to the numerous ones already in force in China. For given owned steamers are to have one treatment, Chinese owned another, and Junks all and each have to pay is not stated, but a reference in the case of foreign steamers is made to the Treaty Tariff.

"Unregistered steamers are not allowed to sail on the Yangtze." Why not on the Yangtze, and if not on the Yangtze are we to infer that they can do so elsewhere? Are we to understand that if a steamer wants to run (or for that matter a sailing ship) from Canton to some place

near, say Foochow, that she is not at liberty to do so, as she certainly would not be able to do if the "not of a sea going type" clause is to be enforced; or that vessels running from here to Wuchow are not to be allowed to touch at any places en route other than ports of call and treaty ports? If the latter is to be the case the so or we insist on more treaty ports being opened the better; and with regard to the former—that is a vessel proceeding from Canton to a place near Foochow—surely it cannot be contended that a vessel has not that right; and if she has, it does the Canton Commissioner seriously think that by preventing such vessel from going to Hongkong en route smuggling will be prevented? We fancy we have heard of the transfer of cargo from junk to steamer and vice versa on the high seas as it is, and the effect of the restrictions now proposed would not be to stop this, but simply to act, as we said before, as a deterrent to legitimate trade. What was the result of the attempt made to prevent the Shanghai-Canton steamers calling at Hongkong on route? It could not be done; nor do we think that the British Minister has so far inhibited those Chinese characteristics of which Mr Chinot makes mention as to warrant us in believing he will allow his efforts for the preservation of China in the one way left open for it to be done—namely, by throwing the whole country to foreign trade—to be controlled by such restrictions as we mention.

In order that we may not be accused of pointing out faults without suggesting remedies we will briefly deal with the important points in connection with the rules which all admit to be necessary for the opening of the waters of China. Putting aside for the moment places such as Kiong-chu, which have only a problematical trade, there are certain modifications needed for the South of China not perhaps necessary for the North, owing to the presence in this neighbourhood of free ports like Hongkong; but even these do not appear to be insurmountable obstacles to contend with, as a glance at the Customs returns for Kowloon, etc., will show. From these it will be seen that foreign and Chinese goods pass these places in thousands of tons, carried in junks and from Hongkong. On these goods the Imperial Maritime Customs levy certain duties? To do this they either make an examination of the cargo or, as is generally done, accept the junk master's manifest as correct, inflicting a heavy fine in cases where fraud is discovered. What difference the addition of a boiler and propeller would make to the craft carrying these goods, as far as revenue is concerned, is not quite clear, except that in the case of steamers of any size, whose owners would probably be respectable firms and the captains their employees, the Customs are more likely to get a reliable manifest from them than from junks. The cargo destined for other places than treaty ports and ports of call now opened could be so declared and duty paid on it; the goods to be covered by a "duty paid memo" to their place of discharge, where, if necessary, they could be examined by the local authorities and, if found to correspond with the duty memo, released. The ease of exports is, we confess, somewhat more difficult, but examination at the point of shipment and payment of duty in accordance with the "memo" giving the result of that examination, at the Kowloon or other station, would probably be feasible. The form which the duty to be paid would gradually take would be that of bank cheques purchased beforehand from the Customs bankers and sent forward in the steamer for the purpose. This system, imperfect as it is, would at least be some attempt to meet the difficulty, and in a short while the chief centre of trade for imports and exports would soon be found and could be substituted for some of the ports of call now opened, such as Kunchuck, where goods are landed, etc., simply because it is a port of call, not because there is any demand at the place itself. The present Customs staff in this case would be shifted from one place to the other.

With regard to the carriage of cargo from place to place in China, we see no reason why the whole of the waters should not be thrown open to all craft irrespective of their flag or means of propulsion, and if internal taxation there must be, abolish all tonnage and the building of warships, the Tartar Generals, Viceroy, and Governors of different provinces have been instructed to make reports concerning these undertakings. The Tartar Generals, Viceroy, and Governors, who ought to know that the Tartar is earnestly engaged in the suppression of the Boxer rebellion, in the execution of this duty, so as to prove themselves worthy of their appointments. Still these officers of the different provinces, sticking to the old ways, are too slow to move, and though they have been strictly ordered to be prompt and strict they are still in the white goods place. Liu Kun-yi and Tan Chung-lin, Viceroy of the Two Kings and Yunnan, have been ordered to do their work in the last fifth or sixth month, have as yet made no reports concerning these undertakings. Liu Kun-yi has been repeatedly wired to the same effect, in reply to which he makes up the excuse that he has not yet received any written order from the Board concerned. Tan Chung-lin has hitherto made no report whatever to the Board, and the day before yesterday he received from Dr. T. E. C. G. G. a telegram to the effect that on August 10th he received from Dr. T. E. C. G. a wire containing the stamp of Dui Singh. It was practically empty, there being only about 20 drops of liquid greatly decomposed in it. Special search was made for opium.

Li Hing, a fisherman living at Shikdo, said that about three weeks before he was sent for to Shikdo he was by the Imperial order sent to India; he is shot at Shikdo. He had a rifle and a coat. He talked about fishing. Witness said he left his rifle and coat in his boat, but he declined to say. He left the man or the box walking about. Witness had to hurry away quickly. The man had a rifle and a coat. He was having his evening meal he saw the Indian come out and walk towards the station at Shikdo. He never saw him after this. He had seen him before. He was uninterested at Shikdo. On August 10th he received from Dr. T. E. C. G. a wire containing the stamp of Dui Singh. It was practically empty, there being only about 20 drops of liquid greatly decomposed in it. Special search was made for opium.

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## VESSELS ON THE BERTH.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	AT AMBER	TO SAIL ON	REMARKS
YOKOHAMA VIA SHAL	FORMOSA	14 P.M., 1st	Freight or Passage (Passenger and Goods)
NAGASAKI & KOBE	{ A. G. Cubitt, R.N.R. } September	1st	Passenger through the Inland Sea
SHANGHAI	BALIARAT	About 2nd	Freight or Passage
LONDON, &c.	CHESTER	11 A.M., 3rd	See Special Advertisement
YOKOHAMA VIA NA	ROHILLA	5 P.M., 3rd	Freight or Passage (Passenger and Goods)
GASAKI & KOBE	{ S. de L. Taylor, R.N.R. } September	1st	Passenger through the Inland Sea
LONDON	BORNO	About 3rd	Freight or Passage
LONDON	SOCOTRA	About 17th	Freight
For Further Particulars, apply to			

H. A. RITCHIE, Superintendent.

Hongkong, 1st September, 1898.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU	MARSEILLE, LONDON, NEW YORK, CAPE, & ANTWERTH, VIA SINGAPORE, COLOMBO, & PORT SAID	THURSDAY, 1st September, at 3 P.M.
SAGAMI MARU	VIADIVOSTOK VIA SHANGHAI, CHINFOO, CHEMULPO, NAGASAKI, FUSAN & GENGAN	FRIDAY, 2nd September, at NOON.
MIKE MARU	KOBE & YOKOHAMA	FRIDAY, 2nd September, at 4 P.M.
KAGOSHIMA MARU	BOMBAY VIA SINGAPORE and COLOMBO	TUESDAY, 6th September, at NOON.
YAMAGUCHI MARU	SEATTLE, WASH. U.S.A. & KOREA	THURSDAY, 8th September, at 4 P.M.
HITACHI MARU	MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	TUESDAY, 13th September, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Fussoo, Sailings, &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 30th August, 1898.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N. ....WEDNESDAY, 28th Sept., 1898  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N. ....WEDNESDAY, 29th Oct., 1898  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N. ....WEDNESDAY, 23rd Nov., 1898

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and one continuous voyage from the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which connect with the Continent. FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points reduce Rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,  
Pedder Street.

Hongkong, 1st September 1898.

NORTH GERMAN LLOYD HAMBURG AMERICA LINE.  
(BRIGHT SERVICE).

(EAST ASIATIC SERVICE).

(Taking Carriage rates to AMSTERDAM, ROTTERDAM, LIEPACI, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS).

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

STEAMERS.	DESTINATIONS.	SAILING DATES.
•. ARCADIA	LONDON, HAMBURG, AND ANTWERP	About 1st September
Capt. Burnister		Freight.
•. S. S. SARNIA	HAVRE AND HAMBURG	About 7th September
Capt. Ehlers		Freight and Passage.
•. S. S. SUEVIA	HAVRE AND HAMBURG	About 15th September
Capt. Fidder		Freight.
•. S. S. SILESKIA	HAVRE AND HAMBURG	About 25th September
Capt. Behrens		Freight and Passage.

\* These steamers have superior accommodation for first and second class Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &amp;c., apply to

CARLOWITZ & CO.,  
AGENTS.

Hongkong, 29th August, 1898.

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons.	Captain	Proposed Sailing	Steamer	Tons.	Captain	Proposed Sailing
TAOMA	2,549	A. Dixon	Sept. 17	MOGUL	3,634	C. H. Butler	Sept. 10
VICTORIA	3,167	J. Truelove	Sept. 27				Oct. 5
OLYMPIA	2,693	T. H. Dohson	Oct. 22	BEARHAWK	2,635	E. Porter	Nov. 5
COLOMIA	3,654	A. Gow	Nov. 1				

\* Calling at AMOY.

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Hongkong, 28th August, 1898.

## VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME	FLAG & RIG	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DISPATCHED
LONDON VIA BUZI CANAL	PATROLES	British	Dickens	BUTTERFIELD & SWIRE	ON 6th inst.
LONDON	BONITA	British	W. O. S. N. Co.	On or about 1st inst.	On or about 1st inst.
LONDON, HAMBURG & ANTWERP	ACROIS	German	Dormitzer	CARLOWITZ & CO.	On 3rd inst. at Noon
LONDON VIA SCALES, &c.	CHUNAN	British	Georg	CARLOWITZ & CO.	On 14th inst. at 11 A.M.
BREMEN VIA PORTS OF CALL	PREUSSEN	German	Haupts	CARLOWITZ & CO.	On or about 15th inst.
HAVRE & HAMBURG	SARINA	British	Forst	CARLOWITZ & CO.	On or about 16th inst.
HAVRE & HAMBURG	Silesia	British	Bulwers	CARLOWITZ & CO.	On or about 17th inst.
MAESAILLES, LONDON, &c.	TOSA MARA	Jap. str.	Georg	CARLOWITZ & CO.	On or about 18th inst.
MAESAILLES, LONDON, &c.	YAMAGUCHI MARU	Jap. str.	Salter	CARLOWITZ & CO.	On or about 19th inst.
YOKOHAMA, B.C., & TACOMA	MOGUL	British	Butler	CARLOWITZ & CO.	On 1st inst. at 4 P.M.
YOKOHAMA, B.C., & TACOMA	ASTOR	British	Dixon	CARLOWITZ & CO.	On 2nd inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 8th inst. at 4 P.M.
SEATTLE, WASHINGTON, & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	To-day at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	To-day at 1 P.M.
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 12th inst. at 4 P.M.
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 13th inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 14th inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 15th inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 16th inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 17th inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 18th inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 19th inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 20th inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 21st inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 22nd inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass	CARLOWITZ & CO.	On 23rd inst. at Noon
YOKOHAMA, B.C., & TACOMA	YAMATO	British	Mass</		